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through innovation and exceptional service.*

# TECHNICAL BULLETIN

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## Intersections on Curves

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Intersections on curves cause alignment problems not only for the surveyors, but also for drivers. This is especially true on undivided roadways. When a driver approaches an undivided roadway like the one shown in the picture, the driver must rely solely on the pavement marking to identify which travel lane he should be in. When in the center of the intersection where no lane lines exist the driver must search for the pavement marking across the intersection. Sometimes the vertical alignment can hinder the driver's view of the pavement marking creating even more uncertainty. Add inclement weather to the equation and a driver could find himself with no guidance whatsoever and may maneuver into the wrong lane resulting in a crash. In the picture, a driver traveling in the inside lane could easily drive into the opposing left turn lane because the alignment of the lanes are poor, plus the gap in pavement marking through the intersection tends to allow the driver to "float" towards the opposing left turn lane.



While the ideal solution to this problem is to design intersections on tangent alignments, other factors can require intersections on curves. When intersections on curve cannot be avoided, designer should consider additional pavement marking or more positive channelization per FDM 11-25-25 and signing to provide the needed guidance to the traveling public. All pavements marking and signing should be coordinated with the District Traffic Operations Section.

### Special points of interest:

- The final 2003 standard special provisions will be available 4/30/03.
- The final standard specifications (new book) will be available on-line in early May '03.
- The printed book will be available in late July '03



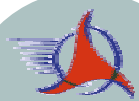
**What's wrong  
with this picture ?**

**The picture answer may  
be found on Page 3**

## Client server Trns.port update

The client server Trns.port has been live for a month now. Here are the top items to be aware of:

1. **Slow lookups and processing:** At times you may experience slow lookups and processing. This is due to the number of persons accessing the system and running processes at any given time, and by the number of DOT applications that use the Oracle database. We are checking processes and taking steps to hopefully help speed things up. The times when it has been slow are during the week of the letting (We are running some major reports) and just prior to PS&E submittal (lots of users doing last minute estimate processing). Please be patient.
2. **Unique Key errors:** If you are saving information and you get an error box pop-up that says something to the affect that you have a "Unique Key error" it means that you are trying to add a new value like project id, category id, item number, or proposal number that has been previously added. You or someone else has already used that value. Check to see what the value is and make sure you did not enter the wrong number. If not, as might be the case when adding a project or proposal, and you get the error but the project or proposal does not show up on your list, chances are you have been locked out of the project or proposal. You should then call Dave Domabyl 608-266-1020 to find out why you have been locked out.
3. **Project or Proposal "missing" from list:** If you were working on your project or proposal one day (after PS&E date) and can't find it the next chances are you've been locked out. You should then call Dave Domabyl 608-266-1020 to find out why you have been locked out.
4. **PES "Detail Estimate Cost Summary" report error:** When you run the process "Generate Preliminary Detail Estimate" in PES, three reports are defaulted to run the second report called the Cost Summary report has been found to contain errors. This has been reported by other states and should be corrected with the June update release of PES. However, if you uncheck the "Cost Summary" report box and check the "Funding Summary" report box on page three of the "Detail Cost Estimate Parameter" screen (see FDM 19-5-45 figure 44) you will get a similar report that does not contain errors.
5. **New Spec Year:** For those who may be starting to work on project for the July PS&E submittal you will need to use the new spec items. The new English spec year in Trns.port is called "03" (not to be confused with the current English spec year called "3"). Your projects have been initialized in Trns.port with the spec year defaulted to "3". Before you can import (upload) your project category and item information from Estimator you must first go into Trns.port PES and change the spec year from "3" to "03" (see FDM 19-5-45 figure 5).
6. **No Process Completed window:** For consultants and anyone else accessing PES through dial-up, when you submit a process you will not receive the window pop-up indicating that your process has completed. Your process will still complete but the dial-up configuration will not allow the message to be returned. You can still check to see that your process has completed (see FDM 19-5-45 figure 47). We are working to get this resolved but it does not look promising at this time.
7. **CAS Voucher Funding error:** An error was identified on the CAS voucher report on the dollar amounts split out to the "participating" and "non-participating" lines. The voucher runs successfully with the total amount correct but the split-out may be incorrect. BFS identifies the error for us and we make some contract changes and rerun the voucher. FieldManager users will receive a second contract refresh after we rerun the voucher. You can process this refresh as long as it done prior to generating your next estimate. We should have the rerun completed before the next estimate is generated.



Consultants and  
DOT staff should be  
aware of these  
problem items  
within Trns.port  
program

## Items that must be completed before a contractor can start work

- A. Contractor must have a fully executed Contract. **ALL of the following items must be complete before Central Office Bureau of Highway Construction Director can add a signature to the contract, which completes full execution of the contract.\*\*\***

- 1) DBE Commitments turned in by the contractor and signed off by the DBE Office.
- 2) Contract returned from the contractor with appropriate seals and signatures.
- 3) The Performance & Payment Bond returned from the contractor with the contract with appropriate seals, signatures, and attachments.
- 4) The governor puts his signature on the DT 25 form, which authorizes the contract to be approved by the BHC Director.

### ***Section 108.2 Prosecution of the Work.***

*Unless otherwise provided in the special provisions, the contractor shall not begin or resume the work to be performed under the contract before receiving written notification from the engineer to do so, and then shall begin or resume the work within ten days after the date*

**\*\*\* When the contract has been fully executed, Central Office Bureau of Highway Construction will notify the District Office, the Contractor, and WTBA.**

- B. The following Contract Administration items must also be completed.

- 1) District must issue a Start Notice to the contractor on working day and calendar day contracts
- 2) Contractor must have a district approved erosion control implementation plan
- 3) Contractor must have district approved sublet request forms
- 4) Contractor must have a district approved work schedule
- 5) Contractor must have completed the pre-construction meeting with the district.
- 6) Any other items required by contract before construction can begin (i.e. permits, public meetings, etc.)



The Bureau of  
Highway  
Construction will  
notify the District,  
the contractor, and  
WTBA when the  
contract has been  
executed.

## Final 2003 Bid Items

This list will be on-line and can be found at:

- **WisDOT personnel:** DOTNET [http://dotnet/dtidcons/std\\_dev/index.htm](http://dotnet/dtidcons/std_dev/index.htm)
- **Non-WisDOT personnel:** WISDOT CONSTRUCTION LIBRARY- Extranet <https://trust.dot.state.wi.us/extntgtwy/dtidcons/constnds/>

**(Please note new URL address for the Extranet-Construction Standards Library!)** If you have not registered for a **UserID** and **Password** for the Extranet you must first register at: <http://on.wisconsin.gov/servlet/wimap/selfreg.SelfRegController>

## Answer to picture on page 1

**Poor sign coverings:** In accordance with Subsection 643.3.4 of the Standard Specifications, when a sign is not being used at the time or the message is not pertinent, the sign face shall be "completely covered such that the reflectivity and message of the sign is not evident". In accordance with Subsection 643.2.10 of the Standard Specifications, the material used to cover signs "shall be of sufficient durability to withstand the effects of weathering" while the sign is covered and not being used. The sign shown should be completely covered with a stronger material while not being used.

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## Pedestrian Considerations at Intersections

During the design of large signalized intersections, designers need to keep the pedestrian in mind when laying out median islands and right turn islands. The picture shows a pedestrian push button on a median island, which is quite a distance away from the crosswalk. Also, there is no place for a pedestrian or person in a wheel chair to seek refuge on the island in the event the pedestrian cannot make it completely

across the intersection in one walk cycle. Notice the location of the stop bar in relation to where a pedestrian would stand on the island. If the pedestrian steps off the island, he would be exposed to left turning traffic approaching the stop bars. In this particular intersection, the requirements for truck turning movements dictated the locations of the median noses. Additional design consideration on the placement of crosswalks, stop bars, and curb ramps could have improved this intersection and made it safer for pedestrians.

The need for pedestrian facilities has to be addressed concurrently with the design for turning movements. When the design is first started ALL of the controlling factors have to be known. It is best if these are identified project manager and/or ad-hoc's no later than 30% to be sure that all factors are addressed, and work together, as plans are being developed.

